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NOW READY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST.

A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1888.

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"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between FRANCE and CHINA, CHINA and GREAT BRITAIN, FRANCE and ANNAM, RUSSIA and CHINA, BRAZIL and CHINA, and the KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 contains a carefully revised INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a *valuable medium* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PUBLISHERS, HONGKONG.
Hongkong, 10th January, 1888.

Intimations.

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S. P. L. E. N. D. I. O. P. I. A. N. O. S.
With Mechanism for transposing for the accompaniment of singing or other instruments.
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1 doz. Liqueurs.
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For \$40.00.

Dinner Sets; Tea Sets, Breakfast Sets, Toilet Table Sets, and Crockery of all kinds.

Hongkong, 22nd March, 1888.

W. BREWER

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Hongkong, 22nd March, 1888.

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Hongkong, 10th January, 1888.

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Commercial.

CLOSING QUOTATIONS.
Hongkong and Shanghai Bank—154 per cent. premium, sellers.
Union Insurance Society of Canton—87½ per share, sellers.
China Insurance Company—169 per share, buyers.
North China Insurance—125 per share, buyers.
Antonia Insurance Company, Limited—175 per share, buyers.
Fongshing Insurance Association—115 per share, sellers.
Chinese Insurance Company—195 per share, sellers.
In Tai Insurance Company, Limited—115 per share, buyers.
Fongshing Fire Insurance Company—110 per share, buyers.
China Fire Insurance Company—170 per share, buyers.
Hongkong and Whampoa Dock Company, 30 per cent. premium, sales and sellers.
Fongshing, Canton, and Macao Steamboat Co.—104 per share, sellers.
China and Manila Steam Ship Company—56 per share, buyers.
Hongkong Gas Company—130 per share, sellers.
Hongkong Hotel Company—195 per share, sellers.
Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.
Jouglas Steamship Company—150 per share, sellers.
China Sugar Refining Company, Limited—153 per share, buyers.
Jouglas Sugar Refining Company, Limited—160 per share, sellers.
Fongshing Ice Company—160 per share, buyers.
Fongshing and China Bakery Company, Limited—100 per share, buyers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—8 per cent. premium.
Chinese Imperial Loan of 1884 C—9 per cent. premium.
Chinese Imperial Loan of 1886 E—51 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—151 per share, buyers.
Sak Tin Mining and Smelting Company—120 per share, buyers.
Siam and Siamgule Doo Samanant Mining Co.—112 per share, sellers.
Fongshing and Kowloon Wharf and Godown Company—38 per cent. premium, sellers.

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Bank Bill, at 11280 days sight 3/0
Bank Bill, at 11310 days sight 3/0
Bank Bill, at 11340 days sight 3/0
Bank Bill, at 11370 days sight 3/0
Bank Bill, at 11400 days sight 3/0
Bank Bill, at 11430 days sight 3/0
Bank Bill, at 11460 days sight 3/0
Bank Bill, at 11490 days sight 3/0
Bank Bill, at 11520 days sight 3/0
Bank Bill, at 11550 days sight 3/0
Bank Bill, at 11580 days sight 3/0

Cy.	
Cash at Bank	1,757.75
Less Cash due Secretary	95.15
	1,662.60
Sundry debtors	705.80
Cash at agencies	705.80
Property account, cost of Property	
as per balance on 31st December,	140,698.96
1886	
Plant, balance on 31st	6,000.00
December, 1886	
Less proceeds of	
sundry Plant	4,088.00
Written off loss on	
sales made and	
for depreciation	1,712.00
	5,800.00
	200.00
Furniture account—	
Balance on 31st Dec., 1886	450.00
Less proceeds of	
sundries sold	117.11
Written off loss on	
sales made and	
for depreciation	232.89
	350.00
	100.00
Balance of Working account to 31st December,	
1886	28,504.14
Balance of Working account as below	10,475.42
	38,979.76
	182,655.94

WORKING ACCOUNT TO 31ST DECEMBER, 1887.	Tls.
To Interest Account	57.77
Balance	10,475.42
	Tls. 10,533.19

By General Charges account—	Tls.
Shanghai Office and Pen Agency	1,402.01
expenses	39.47
Exchange account	39.47
Salaries account	4,578.71
Directors and Auditor's fees, less	
transfer fees collected	1,447.67
Works account—Selama	1,020.44
Losses on sales of sundry Plant and	
Furniture, and written off value of	
remaining Plant and Furniture	1,044.39
	Tls. 10,533.19

E. & O. E.	
Shanghai, 27th February, 1888.	
CHAS. J. DUNGRON,	
Secretary.	
W. V. DRUMMOND,	
Chairman.	
Audited and found correct,	
G. R. WINGROVE,	
Auditor.	
—N. C. Daily News.	

SHIPPING DISASTER IN JAPANESE WATERS.

The *Hogo News* of the 21st March has the following account of a lamentable shipping disaster which very recently occurred in the Inland Sea—

"The fearful calamity that occurred a few years since when a great number of persons lost their lives by the burning of one of the small Inland Sea steamers, is recalled by a somewhat similar accident that took place on the afternoon of the 18th instant. It appears that the *Hyakken Maru*, a small steamer belonging to the Osaka Shosen Kaisha, has for some time past been running between Osaka and different ports of the Inland Sea. About 6 o'clock p.m. on the 18th instant the vessel arrived at Takamatsu, and there a slight defect noticed in the boiler was made good, as well as the available means would permit. Next morning the *Hyakken Maru* continued her voyage to Hiogo, having then on board 68 passengers and a crew of 26 men—including officers. When about 12 miles to the south-east of Shodoshima, the defect in the boiler again caused trouble, and the coal stowed in the immediate vicinity caught fire. Prompt measures appear to have been taken by the captain and crew to extinguish the flames, and in this they at first thought themselves successful; but unfortunately there was a quantity of carbon among the cargo. This most inflammable and dangerous substance caught fire, and in a few moments the little steamer was a sheet of flame. The wretched passengers and crew now saw no prospect before them but death by fire or water—for of course there were no usual boats—unless two other vessels that were noticed coming along at a distance could arrive in time to the rescue. As regards the majority the hope for assistance was effectual, but four of the women passengers died of exhaustion afterwards, while 3 other passengers were burned to death, and 9 more—who have no doubt been drowned—are missing. Mr. Uno, Chief Judge of the Nobokawa Court, is among those presumably drowned, and there are 11 persons now in hospital out of 18 injured on this lamentable occasion.

Perhaps the most distressing feature of this sad affair was the fate of a young woman, 19 years of age, who with her newly born babe and aged parents was going to join her husband in Kyoto. She perished from exhaustion after being dragged out of the water, but the old people and infant survive. It is mentioned in the local vernacular paper that the master and crew are under arrest pending a thorough inquiry into the causes that led to this calamity, but it must be apparent that passengers by these and all other vessels will be subject to similar disasters until owners are compelled to provide proper life-saving appliances either in the form of boats or rafts."

THE EMPEROR IN THE TEMPLE OF HEAVEN.

On the 6th day of the 1st month (10th Feb.) the Emperor of China went in person to the Temple of Heaven at Peking to pray for the harvest this year, with the usual ceremonies. The day before, His Majesty passed in the Hall of Abstinence in prayer, fasting and meditation. On the 10th February, at the fifth drum (the fifth watch, before daylight) the Tai Chi'ang Sze, (a high bureau entrusted with the arrangement of such ceremonies) placed a yellow table (the Imperial colour) in the Hall of Great Harmony (the Tai-hwa Tien); south of the Emperor's seat was placed an incense burner shaped like a small pavilion, and in another similar erection, east of the left-hand pillar, stood a scroll on which a sentence of prayer was placed in the choicest calligraphy. To the west of the right-hand pillar of the building, stood yet another pavilion to contain the mounted scrolls of silk which were painted with similar inscriptions. The Tsen Li Lung and the Tuh Chee Kwan, (whom we might call "the Masters of Rites" and "the Readers of Prayers") stood respectively waiting outside the gate of the Hall of Great Harmony, holding in front of them the "silk scrolls" in baskets and the "incense" in bronze

The Chief of the Tai Chi'ang, the ceremonial bureau above mentioned, called by Mr. Mayers the Court of Sacrificial Worship, accompanied by other officers of the bureau, were waiting inside the Hall, and when the time arrived he proceeded with the Imperial Astronomer to the Gate of Pure Heaven (a palace gate called the Kien T'ing Mun), to announce to the Emperor that it was two quarters of the Hour of the Mare (i.e. 6.30 a.m.), and His Majesty issued from the above named gate riding in a sedan chair, passed through the back left gate and thus to the Hall of Great Harmony, where his sedan chair was deposited at the northern steps, and he entered the building and stood in front of the Left Pillars, facing the west.

Four officials of the Han Lin Yuan, or Imperial Academy of Literature, were standing outside the right hand door of the building, facing east. The Readers of Prayers now issued from the Inner Cabinet holding in front of them, respectfully elevated, prayers written on scrolls of paper, and entered the middle gate of the Hall of Great Harmony, when the silk scrolls and incense were borne after them into the Hall. In front of them were borne a pair of incense-burners. The Masters of Rites, ten in number, conducted them, preceding them, and mounted the central steps as far as to the Vermilion Dais. The Readers of Prayers, those who bore the prayer scrolls, and the bearers of the silk scrolls and incense, having entered the central gate of the Hall, reverently laid down their burdens one by one on the Yellow Table, and retired after three kowtows (knocking heads on ground, prostrations).

The Chief of the Court of Sacrifice (Tai Chi'ang) opened a prayer scroll, and the Masters of Rites spread a cushion on the ground. The Emperor advanced in front of the Yellow Table, and reverently inspected the objects lying on it, after which he performed the genuflection called "once kneel and thrice kowtow," and then took up his position again, standing as before.

The Chief of the Court of Sacrifice, rolled up the prayer scroll again, and the cushion on which the Emperor had just knelt was removed.

The Readers of Prayers now advanced to the Yellow Table, and made three kowtows. They respectfully take from the table and bear aloft the prayer scrolls, the silk scrolls, and the incense, which they deposit one by one, in the graceful pavilion-like stands meant to receive them. With three more kowtows, they retire.

The mandarin in charge of the incense now carries a box full of incense to the incense-stand, places it gently there, and withdraws.

The bearers of the prayer scrolls then leave the edifice by the central door, the stand containing the incense precedes them, and that which contains the silk scroll follows. The Chief of the Court of Sacrifice kneeling, informs the Emperor that this part of the solemn rite is over.

His Majesty mounts his sedan chair again and returns to the Palace.

The clock strikes 9 a.m., and the Emperor in dragon robe, and cap of ermine surmounted by a knob of crimson velvet, issues from the Palace Gate called the Pure Heaven Gate, seated in a "summer chair" borne by eight men. Passing successively through the back-left gate, the centre-left gate, and the gate of Great Harmony, he arrives at the Mid-day Gate, where he descends from his sedan chair and ascends his great jade palanquin, borne on the shoulders of thirty-four men. As he mounts, the eunuchs in waiting hold a vermilion ladder, or flight of steps leading up to the palanquin, to assist him in getting in. All the bearers are dressed in outer robes of red silk, and inner robes of ash-coloured linen. On their feet were fast-walking boots of the same grey material, with thin soles, the upper part round, the ankles being of black fur. They wore caps of leopard skins, dappled as if with coins of gold, with red velvet plumes, kept in position by gold filigree plates from which floated yellow feathers down their backs. The palanquin is eight feet high, and weighs 3,000 catty, (about 1 ton, 10 cwt.), but the bearers walk with a swiftness and ease, and the palanquin, like the shooting stars as they rush across the sky, and at every step of one mu and three-tenths, they were relieved by a fresh set of thirty-two men.

When the Emperor ascended the great jade palanquin, the sedan with its eight bearers, still followed him. Beside the palanquin walked two of the Chief Eunuchs, to support it.

Ahead of this stately procession rolled the five gigantic "cars" ordinarily drawn by elephants, which animals were this year absent from the file by the permission of the Emperor, to whom the danger of their suddenly getting ungovernable, was pointed out.

Looking now behind the Imperial palanquin, we see marching ten men armed with spears hung with leopard tails, ten men with swords, and a dozen men carrying bows and arrows, all representatives of the Tartar corps of the *paishang* body-guard.

Just behind come walking about a hundred of the highest Manchu nobility, Princes, *bel-lhe* (emirs) *bel-tze* (sons of *bel-lhe*), dukes, marquises, and earls, assistant Chamberlains (who command in turn the Palace-guard), General Officers of the brigade of Imperial Guards, the Comptroller of the Household, and the Prince of the Imperial blood who, as President of the Clan Court, preserves the Genealogical Record or Family Roll of the Tai Tsing Dynasty, all armed either with bows and arrows or with large swords. As soon as this noble company arrive outside of the Middle Gate, they all mount their chargers, until then, having been obliged to walk on foot.

The rear is brought up by two Assistant Chamberlains, with their suite, bearing two immense yellow dragon standards.

Outside the Mid-day Gate are kneeling a great number of civil and military mandarins in Court dresses, who may not accompany the procession, being not of sufficient high rank, and so pay their respects to it thus, as it debiles past.

The stoneroad to the Temple of Heaven, which is about 3 1/2 long, (3 1/2 to 3 miles), although not yet mended with stones as intended, looked neat with all its inequalities hidden in a uniform covering of yellow soil. At the mouth of every road or street, whether within the wall of Peking or outside it, which ran into the route of the procession at right angles to its course, were mat sheds, draped outside with blue cloth, serving as tents for the infantry "Green Standard," who were mounted guard at each corner, and with whips, to keep order, and silence among the people in these streets. At every five paces of the road along which the procession passed stood a "guardsman of the vanguard," in full uniform, sword by his side and whip in hand. The gates and doors of every house and shop were closed, and red silk decorations hung in festoons in front of them, all along the route, and in front of every entry station were displayed bows and arrows, swords and spears, arranged in symmetrical order, with decorative lanterns, and satin hangings. The Emperor having arrived at the left gate of the brick wall of the Temple, exchanged his great jade palanquin for a sedan chair with eight bearers; only, and on entering the west side of the sacred path inside the Left Gate of Prayers for the Year, descended and on foot walked up to the Chamber of Imperial Heaven, and held a stick of incense burning. In his hand, in the prescribed manner, after which he inspected the victims (oxen, etc.) laid out there, the sacrificial vessels of gold, bronze and wood, and returning to the west side of the temple, got into his sedan chair, again, went out at the Gate of

Prayers for the Year and repaired by the Hall of Abstinence to the Immeasurable Chamber, to pass a season in holy contemplation.

(The guards, inside and outside the Temple are here described. The duty of patrolling the Temple of Heaven, etc., devolves upon the Princes of the Blood on these occasions.)

The Emperor, in the Immeasurable Chamber of his Hall of Abstinence, at 4 o'clock in the morning commanded supper, which was duly served by the gentlemen in waiting, and then the bronze statue bearing on its head the inscription "Abstinence," was set up in front of His Majesty as he sat. The K'eh-kin Prince, (one of those descended from grandsons of Tai Tsu and Tai Tsung, Chiefs of the Manchu dynasty before their conquest of China), accompanied by the Emperor's aide-de-camp, the Chief of the Eunuchs, and other officers kept patrol outside the apartment.

The Chief of the Court of Sacrifice, already mentioned, had arranged a prayer mat on the ground outside the Chambers of Prayers for the Year, and had set up the Tablet of Shang Ti (the Supreme God) in the interior of the Chamber, facing south, with on its right and left, the Tablets of the Emperor's Ancestors facing east and west respectively. A great curtain had been hung up outside the door of the Chamber. The Emperor in his sacrificial vestments embroidered with the golden dragon, a Court *barrette* of white ermine on his head, surmounted with an immense pearl set in a gold ornament representing nine dragons, and a necklace of one hundred and eight precious pearls round his neck, issued from the Hall of Abstinence at the appointed hour, riding in a summer sedan chair, borne by eight men, entered the Temple and reached the Left Gate of Prayers for the Year through the west gate of the brick wall of the Temple. Here alighting he walked into the Chamber of Prayers for the Year, and seated himself on the high-backed stool, and his own august presence. The animal victims and the sacrificial vessels of various sorts were here already laid out in the prescribed order.

The Reader of Prayers knelt in front of His Majesty holding up the prayer scroll in both hands, and reverently recited the prayer. As it was still dark inside the building, another official of the Court of Sacrifice knelt beside him with a candle, to throw a clear light on the words of the prayer. When the prayer had been read, the Emperor made three kowtows and nine *kowtows* and rose again to his feet. The incense-bearer brought the incense, the wine-cup bearer brought the wine, the silk-bearer the silk, and the official with the cushion spread it out on the floor. The Master of the Ceremonies ushered His Majesty to his place. The Emperor knelt thrice and kowtowed nine times, and when he rose again the musicians played three antique airs.

The paper *sycee* and the offerings of food from the carcasses of the animal victims were held up and presented as prescribed by ancient forms. Officers of the Board of Ceremonies (Li Pu), of the Court of Sacrificial Worship, and of the Court of Imperial Entertainments (or Banqueting Court), holding respectfully in both hands the prayer scroll, the silk prayer scrolls, and the incense case, advanced to the great incense-burner and solemnly burned all these objects. The Chief of the Court of Sacrificial Worship knelt and announced to the Emperor that the ceremony was finished.

His Majesty ascending the summer sedan chair, returned to his Chamber in the Hall of Abstinence to change his attire and have some repose. Then getting into his palanquin again he was carried through the Inner and Outer Gates of the Temple, the State Musicians performing an ancient melody. The cortege, in the same order as before, passed through the Cheng Yang Gate, and the Emperor burned incense in the Buddhist Temple and the Temple of K'wan Ti, the god of war. Taoist priests in full attire knelt to receive him at the left of the entrance. When this ceremony was finished, the Emperor passed through the Tai Tsing Gate, the music ceasing as the bell tolled out from over the Mid-day Gate. Passing through the Tien Ngan Gate, the Tuan Gate, the Mid-day and the Tai Hwa Gates, and the K'ien T'ing Gate, he returned to his Palace in Peking, and the procession dispersed.

The Emperor entered the Palace, paid his respects to the aged Empress, and went to his Cabinet.

The knowledge that our Emperor thus worships the gods and reveres his ancestors so devoutly, and prays for the people so that they may be fed and clothed, well protected, and enjoy all over the land, must surely fill us with loyalty and admiration of his august person.

Abridged from the *Shin Pao* in N. C. Daily News.

AMOP.
(FROM OUR CORRESPONDENT)
Amoy, 28th March, 1888.

Hamilton's Musical Bouquet and Comedy Company arrived here from your port last Saturday and have since given two entertainments at the Club Theatre to pretty fair audiences and with considerable success. The Company quickly got on terms with the audience, especially Miss Margaret Ford, who soon became a popular favorite. It is Mr. Hamilton's intention to give two more performances, one to-night and another on Saturday, in addition to what is a novelty in Amoy, a smoking concert for gentlemen, which will take place to-morrow and ought to prove a success.

Mr. R. Home Cook, the popular agent at this port of the Hongkong and Shanghai Bank, leaves here to-day by the Douglas Co's steamer *Italian*, accompanied by Mrs. Cook and family, for a well deserved holiday. Mr. J. F. Broadbent assumes charge of the Bank's agency.

Apologies of the *Italian*, that vessel has been detained outside since Sunday, doubtless owing to heavy fog. Fears were beginning to be entertained that she had met with some accident, and it was quite a relief when she was signalled early this morning.

FORMOSA.
(FROM A CORRESPONDENT)
Tamsui, 13th March, 1888.

After nearly six weeks rain and strong easterly gales, which made it so cold and uncomfortable as to necessitate fires daily, the month of March has brought with it beautifully fine, spring weather, but it has come too early to lead us to expect a continuation of it, for we are almost certain to have more cold weather with rain before we can say that summer has commenced in reality.

On the 10th instant the overland line between here and Tai-wan-loo was completed, and the submarine cable was laid, the river to connect the line with the telegraph station here.

On the 11th the steamer *Formosa* arrived from Hongkong and Amoy. She brought up Mr. Bourne, who will act as H.B.M.'s Consul in place of Mr. Giles, who with his family, is going home on leave of absence.

Mr. J. G. Liddell, of the Amoy Dock Company, has been over here for some time. He has some transactions with the Governor of Formosa, for whom he is at present building the hull of a dredger for the deepening of Kelung harbour, the machinery for which was brought here by the *Formosa* and was to be sent through Messrs. Russell & Co. The contract stipulates that the

dredger shall be finished within two months, and it is to be delivered here.

The telegraph steamer *Foo Chai*, with the *Foo Poo* and *Wai Ting*, is at present engaged bringing railway material from the two sailing vessels discharging at Kelung.

March 20th.

The telegraph cable between here and Foochow was found to be interrupted on the 14th inst. A break was located about eighteen miles from this place. The *Foo Chai*, which was loading rails at Kelung, received telegraphic orders at once from His Excellency the Governor to take on board Mr. Hansen, who is in charge of the telegraph department here and at Tai Pak-fu, and to proceed to sea with him and repair the cable. She has been out several times, but has failed to accomplish the repairs, as the sea was too boisterous. For several days there has been a very strong gale blowing, but as soon as the weather moderates (and it looks as if it were clearing up), she will go out again to repair the break.

On the 16th inst. a sailor belonging to the sailing vessel *Marabout*, which is discharging rails at Kelung, died here in the native hospital, from injuries received whilst fighting on board his ship. It appears that considerable ill-feeling has existed between the crew and the officers from the commencement of the voyage. During a scrimmage between the second mate and some of the crew, when knives and belaying pins were freely used, the deceased either fell, or was pushed down the hold. He received some very severe cuts on the head, from the effects of which he died four days after. Three of the crew are here in the British Consulate Jail. The second mate, after the inquest held at the hospital, is under heavy bail to appear when the sad affair is investigated at the Consulate, which is to take place soon. All the crew refuse to go to sea in the vessel, until for the third second mate are discharged. The new British Consul has this unpleasant affair on his hands as soon as he arrives, which cannot be very pleasant. The second mate is charged with manslaughter, I believe, and this quiet little place is more excited than it has been since the French fleet paid us a visit.—*Shanghai Mercury*.

Intimations.

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS.

No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., OF WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,

LA GRANDE MARQUE.

FLENSBURG STOCKDEER,

ENGINEERS AND BLACKSMITHS' TOOLS.

AND EVERY KIND OF SHIP'S

STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1888.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND

CLOCK-MAKERS,

JEWELLERS, SILVER-SMITHS, AND

OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

for Louis Audenard's Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND STYLOPENS.

No. 8, QUEEN'S ROAD CENTRAL. [61]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 26th August, 1887.

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL.

7/25 per Cask of 4 Dozen Quarts.

9/00 per Cask of 6 Dozen Quarts.

EDUARD SCHEIDT & CO.,

Sole Agents.

Hongkong and China.

Hongkong, 29th November, 1887.

[47]

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG.

LIST of Subscribers to the TELEPHONE EXCHANGE.

1.—"Hongkong Telegraph" Office.

2.—Manson, Dr. P. M.D.

3.—Cantile, Dr. J.

4.—Hartigan, Dr. Wm.

5.—Manson, Dr. P. M.D., (Peak).

6.—Vernon, J. V. V.

7.—Cantile, Dr. J.

8.—Puesacker, L.

9.—Arnhold, Karlberg & Co.

10.—Hongkong and Shanghai Bank.

11.—Chater and Vernon.

12.—Judd, Wm., (Woodlands).

13.—Daily Press.

14.—Russell & Co.

15.—E. A. and China Telegraph Co., Ltd.

16.—Great Northern Telegraph Co.

17.—Central Police Station.

18.—Watson, A. S. & Co., Ltd.

19.—Douglas Lapraik & Co.

20.—Butterfield and Swire.

21.—P. & O. Steam Navigation Co.

22.—Hongkong and Whampoa Dock Co., Ltd.

23.—"China Mail."

24.—Jordan, Dr. G. P.

25.—Hongkong and China Gas Co., Ltd.

26.—Aberdeen Dock.

27.—Alfred Moller Hospital.

28.—Holiday, Wise & Co.

29.—McEwen, A. F.

30.—Kau Lung Tai, merchant, Jervois Street.

31.—Hugh, Livingston & Co.

32.—The Hongkong Hotel, Public Telephone.

33.—Shing Kue, Merchant, Mercer Street.

34.—Victoria Dispensary.

35.—Cruikshank, Wm.

36.—Lai Chee, Merchant, Manham Street.

37.—Al Yon & Co., 80, Praya Central.

38.—Just, H. Z.

39.—Linstead & Davis.

40.—Foster, F. T

point is very material, because he says, and he has had considerable experience of goods of this nature, that the quality of the goods ought to be of a certain standard, and it is clear to my mind that the defendant has failed in this duty, and is therefore liable for the consequences which have followed on the omission of his duty, without reference to the bill of lading as to which it was open to argument that he had not given sufficient notice of its contents. Whilst courts of justice are always anxious to place no impediments in the way of merchants and trade, on the other hand they are ever watchful to protect life and property from injury and damage resulting from carelessness, breach of duty, or neglect of statutory provisions. This is not a case where it can reasonably be contended that the defendant or his assistant did not know the dangerous character of the goods shipped; they did know their character, but the assistant thought he had avoided danger by the mode in which he had packed them. They undoubtedly were not dangerous separately, but the assistant opened the door to danger by packing them in the same box. It may be of general utility to refer to a case of *Repinas v. Scott*, that was decided in England under a 32nd of the Merchant Shipping Act 1854. That section has now been repealed, but it is similar to the 24th subsection of the Merchant Shipping Consolidation Ordinance 1879, in force in this Colony, and by which certain penalties are imposed on shippers of certain specified goods and other goods of a dangerous nature. A note of this case is given in *Stevens on Storage*, p. 170; and it appears that the defendant had shipped spirits of nitro and sulphuric acid in boxes, without marking their dangerous nature on the boxes or otherwise giving notice in writing to the master of the ship. The boxes were marked "Nitrated Glass," "Singapore," "Apothecary's Wares." The defendant was fined and the case clearly shows that the master of the ship was not a sufficient notice to the master of the ship by which they were carried, of their dangerous nature. There are other cases mentioned in *Stevens on Storage*, where convictions have been obtained for sending *quarta fortis* as "drugs," and for sending under describing them, but as the Acts under which they were decided are not mentioned or not laid before the Court, I will not further refer to them. As there has been no serious contention against the amount of damage sustained by reason of the explosion, judgment will be for the plaintiff Company for the amount claimed, and costs.

Mr. W. Watson appeared for the plaintiff Company, and Mr. J. P. Webber for the defendant.

IN APPELLATE JURISDICTION.

(Before Mr. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Judge.)

THE RECENT LARGE SEIZURE OF OPIUM.
KO KAI, Appellant—CHU TUNG, Respondent.
Mr. Justice Russell gave the following judgment in this suit:—

This matter comes before the Court on a case stated from the Magistrates' Court, from which it appears that the appellant was fined in the sum of \$50 for contravening Sec. 10 of the Opium Ord. of 1887. Besides stating certain findings of fact, the Magistrate required the depositions and all documents put in at the hearing before him, and this Court is thus enabled to review the whole case as laid before the Magistrate. The preamble of the Ordinance recites that "it is expedient to regulate and control the movement of Raw Opium within the Colony," and Section 1 enacts that the Opium Ordinance of 1884, and "this Ordinance shall be construed as one Ordinance." Section 6 enacts that "no person except the Opium Farmer or the licensed retail dealer shall have in his possession or under his custody or control Opium in quantities less than one chest without a license to purchase from a licensee, except he can show to the satisfaction of a Magistrate:—(a) That the said Opium is owned by a certificate of one of the Licensees; (b) That he has received it under an official export permit." Section 7 regulates the finding of Opium under permit, and Section 10 enacts that "every person moving opium for exportation in chests shall, before doing so, send to the Superintendent a requisition in form of schedule C furnishing the particulars therein required, whereupon the Superintendent shall grant an export permit in the form of schedule D authorizing the said opium to be exported. The owner of any such chest shall cause such permit to be exhibited to the Customs Officer or his Agent, and such permit shall be signed by him or his Agent, and shall not be used or acted upon until it is so signed." Schedule C is as follows: "To the Superintendent of Imports and Exports. Sir, Please issue a permit to export by me, chests of opium, numbered and marked as below, on the day of 1888, to destination, the said opium having been purchased by me from, in whose (golden, house or shop) it is now stored (or the name being now stored in my golden, shop or house) or sold by me to, who is desirous of exporting it. Date, 1888. Schedule D is as follows: "Permit to Export. I am authorized to export by me, chests of opium, numbered and marked as below, on the day of 1888, having been purchased by the exporter from, and now stored in, situated at, and sold to, who is required to export in terms of this permit. Date, 1888. Superintendent. A copy of this permit has been served on me—Opium Farmer. Date Received this Opium—Exporter. Sec. 11 makes similar provisions for the removal from store to store, and for transshipment in the Harbour. It will thus be seen that the principle of the Ordinance is to place a complete check on the movement of opium within the Colony, and its waters, and that this check is to be carried out by a Government officer and the Opium Farmer. The facts of this case are few and simple. On the 14th January, seven applications were made for the exportation of opium by an opium dealer, giving the quantities—the names of 'junks' and all particulars required by schedule C and section 10. On the same day the seven permits were granted, every requirement of schedule D being complied with. But in addition to the permit authorities by law, there was printed in blue letters "with permission to take to the Chinese Customs hulk." This, for some time had been added by Mr. Seib—the former Imports and Exports officer, and with the full knowledge of the Opium Farmer's agent that all the Opium covered by a number of export permits might be lumped into one boat and taken to the Chinese hulk, where it paid duty and was brought back into the Harbour and re-distributed amongst the junks for which export permits had been previously granted.

On the 20th January, the defendant, Chu Tung, took the seven chests of opium, and transferred them into the opium to be exported (and the appellant was in charge of it) under the seven permits, and the master of the large cargo boat had the seven permits with him. This boat was taken to the Chinese Customs hulk which is outside the port, anchored in Chinese waters. There the Chinese duty, and junks of import to China were paid, but the opium was re-imported. It was then taken to the junks in the harbour, 32 in number. It was intended to be re-exported, it is said, amongst the seven junks. It is found by the Magistrate as a fact, that no application was made for the grant of Cargo boat

124 to export opium. The opium found on board that boat was therefore on board without a legal permit. It was intended for export, as it was the same opium as that named by the seven export permits. From the Colonial Treasurer's evidence it appears that on the management of the Opium Farm recently passing into other hands, a fear existed that abuses might arise from the licensing and dispensing power which had been exercised by Mr. Seib and the Opium Farmer's Agents, in allowing a junk to carry opium and have possession of opium without the necessary permit. It is probable that an abuse has arisen, but so far as the Government was concerned Captain Rumsey, the present head of the Imports and Exports department, whilst at once stopping the practice because it was illegal, declined to take any police action against the applicant on learning that the practice had been allowed by his predecessor under a misapprehension of his powers—this was obviously a proper thing to do. It is to be regretted that the Opium Farmer was not content with the simply putting an end to a system which was clearly illegal and an evasion of the law, which is one for complete control and constant supervision of opium—the basis of the Ordinance. The Magistrate finds that the purple chop (with permission to take to the Chinese hulk) was stamped upon the Export permits with the full acquiescence of the Opium Farmer, and which, according to Mr. Seib, allowed opium to be carried in any boat. I have carefully considered the able and ingenious argument of Mr. Robinson, but I am of opinion that the Magistrate was right in point of law in convicting the applicant of exporting opium without a legal permit. I think, however, I should have considered, if I had been dealing with the case that a fine of 50 cents was a sufficient penalty to show that the blue stamps were unauthorized by law, and that there has been a breach of law. The Opium Farmer should in my opinion have taken another method of stopping a practice to which he had been so long a party; and while upholding the conviction I think there should be no order as to costs.

Mr. Justice Leach—I concur in the judgment of the Acting Chief Justice. I entertained, however, some doubt as to whether Mr. Robinson's argument ought not to be accepted, that the words "moving opium for exportation" in sec. 10 meant exporting opium for the purposes of commerce, and did not include moving opium for the purposes of paying duty and junks, and therefore that this was a *casus omissus* from the Ordinance. But in the absence of anything to the contrary in the Ordinance, I think those words ought to bear their primary or popular meaning, that is moving for the purpose of being carried out, and not with the qualification of "being carried out for the purposes of commerce"—see the case of *Muller v. Baldwin*, reported L.R.C.B. p. 457, which removes all doubt I entertained.

Mr. Robinson, instructed by Mr. J. F. Webber, appeared for the appellant, and the Attorney General (Mr. E. L. O'Malley), instructed by Messrs. Wotton and Deacon, for the respondent.

THE EUROPEAN DISTRICT RESERVATION BILL.

The following Bill was read a first time at the meeting of the Legislative Council on the 27th ulto.

Whereas the health and comfort of Europeans in a tropical climate demand conditions which are inconsistent with the neighbourhood of houses crowded with occupants and otherwise used after the manner customary with the Chinese inhabitants, and whereas the influx of Chinese into the colony tends constantly to narrow the area of the City of Victoria where such conditions are attainable, and it is desirable to reserve by law a district wherein such conditions may be secured, and the health and comfort of the European inhabitants of the Colony, and the consent of the Legislative Council thereof, as follows:—

1.—This Ordinance may be cited for all purposes as The European District Reservation Ordinance.

2.—In the construction of this Ordinance, the words City of Victoria shall mean the City of Victoria as defined by the Victoria Registration Ordinance, No. 7 of 1866. The words "Chinese tenement" shall mean any tenement of the type usually designed for habitation by Chinese other than domestic servants. The words "European District" shall mean that portion of the city which is situated on the southern or south-eastern side of a dividing line beginning from a point on the Pokfulam-road, at No. 1 Bridge, and passing along the Pokfulam-road, High-street, and Bonham-road, as far as Ladder-street, and thence along the northern boundaries of inland Lots Nos. 573 and 574, and bisecting inland Lots Nos. 108, 122 and 133, thence along Shelley Street and thence along the northern boundary of inland Lot No. 125, thence along Chancery Lane, Arbutnot Steps, Wyndham Street, Ice House Lane, Battery Path, Beaconsfield Steps and the north boundary of the Military Parade Ground, thence along Queen's Road East as far as the west boundary of inland Lots Nos. 474 and 475, thence along a line parallel with and 200 feet to the north of Kennedy Road as far as the Wanton Nullah and thence along Kennedy Road to its junction with Queen's Road East, and which dividing line is more specially set forth and denoted in the Official map of the City of Victoria, to be signed by the Governor and to be registered in the Land Office of the Colony.

3.—After the passing of this Ordinance it shall not be lawful to build any Chinese tenement within the European District, and no Chinese tenement, whether now built or hereafter to be built, within such European District shall be divided with the object of providing for its occupation by more than one person to every one thousand cubic feet of clear internal space, nor shall such non-Chinese tenement be at any time occupied by more than one person to every one thousand cubic feet of clear internal space.

4.—Upon the complaint of any person—whether such person be aggrieved or not—that a Chinese tenement has been built within the European District or that any tenement in such District is subdivided, or is occupied by an undue number of persons in contravention of the provisions of this Ordinance, it shall be lawful for the Surveyor General or any officer deputed by him for the purpose, to inspect such tenement, and any person in any way obstructing such inspection shall be deemed to be acting in contravention of this Ordinance.

5.—Every person contravening any of the provisions of this Ordinance shall be liable on summary conviction by a Magistrate to a fine not exceeding—Dollars, or in default of payment to imprisonment not exceeding—months, and every tenement built, subdivided, or occupied in contravention of this Ordinance, shall be deemed a nuisance within the meaning of Ordinance No. 8 of 1866, which nuisance may be abated accordingly.

6.—Nothing in the Ordinance shall be held to prevent the owners of Chinese tenements now existing within the European District, from repairing such tenements in accordance with their present structure, nor shall anything in this Ordinance be held to preclude any Chinese person from owning, or occupying, or residing in, any lawful tenement in the European District.

HONGKONG MASONIC CLUB, LIMITED.

The following is the report to be submitted to the shareholders at the first annual meeting to be held at the Masonic Club, on Thursday, the 20th March, 1888.

In submitting their first annual report and statement of accounts to the 31st December, 1887, the Directors much regret that the large amount of \$2,615.13 appears to the debit of Profit and Loss. This is to be principally attributed to the many difficulties that practiced themselves during the first few months' working of the Club.

The Directors are, however, able to state that the Club is now working more satisfactorily, and that its position is daily improving. They hope that the support of the members during the current year will enable them to present at its close a better balance sheet than the one now before them.

DIRECTORS.

Messrs. I. D. Humphreys and M. Falconer have been invited to join the Board, which appointments require the confirmation of the Shareholders at this Meeting. In accordance with No. 74 of the Articles of Association Messrs. Grant and Falconer retire from the Board, but are eligible for re-election.

AUDITORS.

Mr. J. Willmott has rendered his assistance gratuitously in making up the Accounts, and the Board desire to place on record their appreciation of his services. Mr. A. D. Death kindly consented to act as second Auditor. The Directors recommend the re-election of these gentlemen.

C. P. CHATFIELD, Chairman.

CAPITAL ACCOUNT—31ST DECEMBER, 1887.	
Liabilities.	
To Capital Account	\$7,320
Less Suspense Account	50
Local Liabilities—unpaid Accounts	\$7,270.00
By Outstandings	\$1,610.75
Less allowance for bad debts	483.60
Furniture	\$1,127.15
(Bar Stock) Wines on hand	\$797.49
Hongkong & Shanghai Bank	281.41
Cash in hand	37.86
Profit and Loss	493.20
By Balance	\$2,615.13
	\$9,414.47

PROFIT AND LOSS.

Dr.	
To Allowance for bad debts	\$ 483.60
Charges	7,044.24
	\$7,527.84
Cr.	
By Profit made	\$4,912.71
By Balance	\$2,615.13
	\$7,527.84

W. F. HATHERLEY, Secretary.

Examined and found correct,
JOHN WILLMOTT, } Auditors.
A. D. DEATH,
Hongkong, 30th January, 1888.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A PUBLIC PARK FOR HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—The question of the projected public park for Hongkong may or may not be one possessing an interest for all the residents of the city, although it can hardly intimately affect those who live in the western district. If the park is to be constructed in the flat level of the Wong-ai-cheung Valley, which is just about two miles from the Clock Tower, and along a road hemmed in by Chinese shops and houses, which appear to be on the increase, the interest in it can hardly be very powerful. Whatever may be thought of the policy of the Government in allowing the main thoroughfare and principle artery of the colony to be ruined by native constructions of this order, it is very doubtful whether the Park, when made, will ever be patronized to any appreciable extent. It has to be approached by way of that, at present, reeking thoroughfare which is rapidly becoming denser and fouler in those peculiar native odours. The road too by the waterside, which was once a quiet and pleasant walk, is rapidly resolving itself into a very disagreeable condition, on account of the great wasteful traffic of cargoes and coal dust. But independent of all these lions in the path—perhaps the word "pole cats" would be more appropriate than lions—will those residents who live near the upper levels of Catine Road ever care to leave that high and delightfully cool prospect for the heated atmosphere of Happy Valley, which in the summer evenings, up to 8 o'clock, must retain a great deal of that oppressive air which has been collecting and simmering during the previous twelve hours? It appears to me that Kennedy Road, the New Road above, the high level road to the westward, and the Public Gardens are much too easily got at by European residents to make the proposed park anything like a place of favourite resort, except perhaps for a few people on a cool Sunday afternoon. Even with Queen's Road East as it could very readily be made, it is doubtful if the distance would not be too great for general attraction, except to horsemen and those possessing carriages. The Peak Tramway too, coming slowly forward, will assuredly, when in working condition, take every pleasure seeker up on the mountain top, in preference to any park in Happy Valley. But if a park has to be made so far away from town, to be reached only through the Whitechapel and Seven Dials of the colony, why not utilize the splendid hill side, which stretches for two miles and a quarter on the left flank of the Valley, immediately opposite the cemetery, which is already well planted with shade trees and on which ten or twelve miles of shady walks could very easily be formed—walks from which a magnificent prospect of the harbour would be had, and also a purer and cooler atmosphere than could ever be obtained in the bottom of Happy Valley.

Yours faithfully,

RESIDENT.

Hongkong, 20th March, 1888.
Our correspondent's remarks as to the filthy and otherwise unsatisfactory conditions of the thoroughfares leading to the Happy Valley and eastern suburbs are just and well founded, but his objections to the reclamation of the malarious swamp in the level spot in the colony, and its transformation into a public recreation ground for the benefit of the community at large, are of the feeblest description. Nobody who has ever been to the Happy Valley, and who has seen the level spot in the colony, and the higher levels of the colony, to the new Park in Happy Valley, nor was the reclamation scheme adopted with any such idea. The Happy Valley is the most popular resort in Hongkong, and the existence of so many years of the unhealthy swamp in its centre says very little either for the zeal or intelligence of local reformers. A public recreation ground has long been a crying necessity, and the Wong-ai-cheung meadow, to use Governor Bowen's expression, is the only place available on the island. The improvement of the health of the district, even if no other reason existed, would more than justify the projected reclamation.—Ed., *Hongkong Telegraph*.

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THE EUROPEAN RESERVATION ORDINANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Sir William Des Vaux deserves the cordial thanks of Europeans in this colony, and will, I am not greatly mistaken, also receive the commendations of a future generation of Chinese merchants and traders, who will have established themselves and made their fortunes on the island, for the highly necessary and much too long deferred measure of stopping the objectionable tide of Chinese invasion which is now sweeping through the city with irresistible movement, and which, if permitted to go on, would assuredly have converted Hongkong into the filthy and unhealthy condition of a Chinese town. The Governor deserves the more credit for this proposed restrictive measure of his, because he has been so short a time in the colony, and yet quite long enough to see plainly enough that if some curbing bit was not fairly and justly applied, the beauty and healthiness of Hongkong were on the high-road to ruin. It says little for the perception of previous Governors of the Colony, and much less for the penetration, the zeal, and—shall I say the honesty of many present members of the Council,—that such a measure was not proposed by some of them even five or ten years ago, for it is a question which should have been foremost in the mind of every individual who had a word to say on the sanitary condition and well-being of this British city. As there are few people in Hongkong who have not made a trip or two to sea in a first class passenger ship, the question may be asked what opinion they would form of the captain, or his officers, or the owners who permitted an otherwise grand ship to fall into such a disgusting condition of filth, of stinks, and of general untidiness as the greater part of Hongkong is in at present, and has now for some years presented? Well, Sir, it could only be said by reasonable people that such captain or owners were not fit to have charge of a first class vessel, and in like manner there has long been a strong opinion in Hongkong that such Governors and such Councils were incompetent to fulfil their plain, matter of fact and easily understood duties. There is surely no much greater difficulty in keeping a city in order, cleanliness, and its inhabitants in comfort and in health, than in doing the same thing by a large dwelling house in which so many ladies of very mediocre capacities so eminently succeed.

But although Sir William Des Vaux did well on Tuesday last by introducing a measure which a man nearly blind might have seen was necessary, I think he should even have taken a more decided and sweeping advance against this black tide of stinks and abominations which have been for so long closing in around the European quarter. I suppose there are few people who, looking at Hongkong from the docks of a mail steamship just arrived in the harbour from home, and who may possibly have seen something of Genoa, Naples, Messina, Palermo, etc., who do not experience a feeling of disappointment at the shabby and dirty condition of the face of the city, that is to say, of the line of houses along the Praya. From the City Hall to about the Victoria Hotel it is passable, but further westward the condition of the town is filthy in the extreme, and its appearance is completely ruined; whereas it might have been so different had Hongkong at any late time possessed men in the Legislative Council who had an idea in their heads further than that of exchanging a bale of Manchester cotton for a chest of tea, at the highest possible profit—whose minds have been too much engrossed with the selfish and intellectually low ideas of petty traders, and in which the possible profits of a case of Hennessy's brandy was more in accordance with their first workings, than thoughts, desires and affections, &c., &c. It is not necessary to go into a long argument to prove that all the houses and shops of the Chinese—especially along the water frontage—might easily have been constructed on a large, airy, and a handsome scale of design, somewhat after the fashion of the Peabody buildings at home, for very poor people. But these sapient legislators of our day do not appear to have had either the zeal or the ordinary ability to have their filthy city kept clean, as a place of native growth, walk along the east end of Queen's Road, a wide quarter—or along Bonham Street and contiguous thoroughfares, and see what a festering condition of filth and raggedness the places are in. With the loose and foolish idea that highly necessary sanitary regulations, and attention to the decencies of city life, would be an interference with the advance of trade and commerce, a few weak-headed and highly incompetent members of the Council have permitted what did at one time look like being a fine and handsome city, to become little better than a great festering sore of native growth, ignorance—and contemptibly in the minds of some—calling the town a "model colony" because, forsooth, men with superior brains to the present brandy-selling and adulterated-tea-buying generation, had laid the original city in lines of beautiful design, and which their incompetent successors have utterly failed to maintain. On the great question of "more space" an enterprising scheme is on foot for reclaiming from the sea which the city is so near, a beautiful and prosperous city, which depends so much on the style of buildings, which are constructed on that reclaimed ground—and here again the matter of carelessness or incompetence of the legislature comes strongly into view. From the east end of the military barracks to what is known as East Point, there has been constructed, at great expense, a very fine water frontage, which has been given up apparently to the owners of coal-godowns and other businesses which were supposed to have been permitted to settle down so close to the water and ears of the city, while so much more valuable land was to be had in a very much more sheltered part of the harbour, to wit, Hungnam Bay, and that three long miles of coast line stretching from Kowloon Point to Sam-shui-poi, beyond the Cosmopolitan Docks; affording plenty of room for double the amount of trade at present affecting "water frontage" in the colony; and what is of far greater importance, giving complete shelter from typhoon winds; whereas, along the Eastern Praya, it is a dead lee-shore on which no boats can

haul. Going back to that valuable stretch of level ground reaching from the Military barracks to the Naval Hospital gate, there is room enough there for all the dwelling houses of European and respectable Chinese men that may carry on their business here for generations to come. Sweep away the whole of that malarious nest of native parasites and native crowding, and we have space enough and to spare without any highly expensive and doubtfully beneficial reclamation of frontage—further than that of getting into deeper water and keeping down bad odours. The ground is wasted by small tenements. Put your offices on the ground floors, and your two or three stories of dwelling houses above them, and continue this system of hand-some tenements right up to East Point. Send the cargo and coal boats beyond such limits—either to Kowloon, or to Stone-cutters' Island, or to a "seaway Bay" or to "Bucklers' Bay," all of which places are quite close enough for coal and provisions to approach the city, and thus sweep out of a filthy and disease breeding existence that great nest of native abominations which has at present the full possession of the finest part of Hongkong. I mean this same level ground existing from the barracks to East Point, where you can find at this present moment a hundred little peddling shopkeepers, barely existing in a condition of wretchedness on the profits which would only keep an honest trader in independence. At present that highly valuable space is entirely given up to the Chinese, and to that fearful condition of domestic life so common to all Chinese cities, and which disgraceful state of affairs is permitted under the aegis of the British flag. The conditions of life for Europeans in Hongkong are different to those common in England, but much the same as you find prevailing in places like Naples or Messina, where such a fine piece of harbour frontage as this Eastern Praya would be occupied every evening by the best class of citizens, coming out to take the air, and to enjoy the health giving breezes so commonly found in the vicinity of a fine sheet of water, such as the harbour of Hongkong. A military band, or some other, would be present; there would be innumerable seats as resting places, and commodious landing places for pleasure boats, while interspersed among the large offices and handsome shops would be plenty of those commodious cafés, not drinking dens—which have so much to do with human enjoyment. Such a place in any Italian city would be the "Grand Parade in the evening;" whereas in Hongkong it is, after sundown, a place too utterly desolate for a respectable dog. That such a place for public recreation is wanted, we only have to watch the numerous pedestrians who, every evening, may be observed returning from the locality, dejected and troubled in facial expression, from a vain quest after the simple enjoyments of evening life.

The question of sending the Naval Yard over to Kowloon or to Stonecutters' Island, and not, at present, although the ships and the yard would be quite as handy for their purposes as at present, and in a much more sheltered position from typhoon winds than they are at present.

I am, Sir,

Yours faithfully,

Hongkong, March 31st, 1888.

OUR MACAO LETTER.

MACAO, March 31st, 1888.

The conflict between our Acting Governor and that remnant of the former oligarchical corporation of Macao—the *Real Senado*—is not yet over; on the contrary, it promises to develop into serio-comic phases and episodes which are too important to be passed over in silence.

I am, on principle, a staunch advocate of all municipal institutions; it seems to me that a municipal government strikes the happy medium between the odious extremes of autocracy and democracy. In practice, however, I rather think that a perfect municipality is only possible in the moon, and as the city of Macao, which you are disposed to style "Modern Nipponopolis," although in the clouds, is still decidedly antiquated, I think our senators and municipalities are egregiously shams. Municipal institutions certainly flourish in Portugal. But let us not confound there with us here. In Simianism; in Portugal there are no senators who know their rights and privileges, and who can stand up for them, sword or pitchfork in hand, while in outlandish Macao, monkeyism is too rampant to allow of any serious civil corporation being formed and respected.

The late conflict between our Senators and the Head of the Executive, as you have several times pointed out, arose out of a queer fact connected with Journalism. The whole thing was a nutshell, that Governor Costa wished to keep the *Correio* under the thumb of his so-called diplomatic mission to Siam. The worthy diplomat had nothing to fear from the semi-official *Independencia*, or the semi-episcopal *Paes da Cruz*. The *Correio* was his bugbear, and as he really had no business whatever to drain the Macao treasury in order to gratify his travelling tastes, he thought it politic to leave no stone unturned until he secured the *Correio's* silence over the matter.

This is how he managed it. Among the professors of the St. Joseph's College, there is an individual who writes for the *Correio*, under the inspiration of another entity who is a veritable Machiavel at large in our honourable city. To captivate the *Correio*, the Governor knew he had only to win the redoubtable professor's sympathy. He paid a visit to St. Joseph's College, where a municipal school is located, indulged in a few complimentary remarks regarding the teacher he had selected in his mind's eye, and on returning to Government House, issued what is termed here a *portaria*, a decree or order, which formerly used to be affixed on the doors of public edifices and thence derived its name—praising the Professor of the *Correio* to the exclusion of all the other teachers of St. Joseph's. Thereupon the *Correio*, kept its own counsel over the Siamese embassy, and sent the peace to Bangkok.

The unblatant professors were abashed with magisterial indignation. Two of them had far longer records of service in the cause of education than the *Correio's* scribbler could boast of, and they thought themselves injured by the Governor's policy of exclusiveness. Had they enquired of His Excellency the motives which led him to St. Joseph's, they would not perhaps have regarded the professor as a veritable Machiavel, but as a man who had been bestowed on their junior colleagues. But as they could not unravel mysteries diplomatically, they forthwith made complaint to the Senators, from whom they had received their appointments. The flames of indignation spread to the *Real Senado* in solemn convulsion, and a stormy session of the *Senado* was held, and the Governor's idiosyncrasy, shown in his select manner of administering praise, was condemned *namini dissensus*. The Secretary was told to insert his disapproval of the *Camara's* His Excellency's conduct towards the Professor in the minutes, and these were published when the Head of the Executive was on the high seas, voyaging towards Bangkok.

Senator Costa Duarte, the Acting Governor, would not swallow the freezing mixture administered to his chief, and he intimated to the body senatorial that they should reconsider their rash attack on the Governor, or be "blown." The *Senado*, which against its moderator the Registrar General was ordered to demand that

the session whereby the Governor was censured be cancelled; but he preferred resignation to having to fulfil such a mission. The question was finally referred to the Provincial Council which decided against the *Senado*; and the *Senado* then appealed to Lisbon.

The latest episode of this enjoyable farce occurred only a couple of days ago. The veteran President of the Municipal Chamber had an interview with the Acting Governor; there was no end of arguing and expostulating on both sides on the same old bone of contention—the disagreement between the Municipality and the Head of the Executive. Senator Pacheco is reported to have finally convinced Senator Costa Duarte that the Macao *Senado* exercised such an influence over the Lisbon Colonial Office that it could place or remove civil functionaries at its pleasure; that even the Governors of Macao required the support of the *Senado*, and that Viscount Paço d'Arco, who held that post in 1877, was superseded because of the *Senado's* unfavourable report concerning him. The Acting Governor cut Senator Pacheco's vapouring very short by replying that all he wished was that the *Senado* would report him to the Lisbon Colonial Office, as he was very anxious to be superseded.

The general opinion here is that the *Senado's* appeal to Lisbon will be ridiculed there, and that the only result will be the final suppression of that pre-eminently useless and exceedingly farcical institution, the Macao Municipality. As regards the state of the weather, we have had rain for consecutive days, which prevented many of our female devotees from tripping gaily to Church during the latter part of Passion week. The usual religious performances have been carried out, to the undivided gratification of the robe and the petticoat.

THE PERAK TIN MINING AND SMELTING COMPANY, LD.

The annual general meeting of the shareholders of the above Company was held at the Shanghai Club on the evening of March 24th. There were present:—Messrs. W. V. Drummond, Chairman, R. Francis, and E. J. Hogg, Directors, H. H. Jackson, R. E. Wainwright, G. H. Wheeler, A. Thurburn, R. E. Wainwright, H. Syden, and C. J. Dudgeon, Secretary, representing 1,977 shares.

The Chairman said—Gentlemen, there is very little to add to what appears in the report, for the information of the shareholders. The whole year has been occupied in negotiations with the London syndicate, with the object of forming a new company to work the property of the present Company. These negotiations have been exceedingly protracted, but on 10th December a telegram was received from the syndicate accepting the terms offered for the purchase of the property. On the following day a telegram was despatched from here closing the matter with the syndicate. Written advice from the syndicate gave promise of the report of the property being received in February, but unfortunately, so far, no information on the subject has come to hand. A strongly worded telegram has been despatched to the syndicate requiring definite information as to what has been done, and it will probably be necessary to despatch a second, if some satisfactory explanation is not received during the next few days. The position of the Company renders it necessary to ask the shareholders to pass a resolution authorising the liquidation of the Company at the discretion of the Directors, but before putting the resolution to the vote, I shall be glad to answer any questions the shareholders may have to put.

Mr. Wainwright asked if it were competent for the Directors to propose this resolution without special notice.

Mr. Drummond said it was, and that the resolution was a mere amplification of the powers which the Directors already possessed, as given them by the shareholders at the last annual meeting, to dispose of the whole property and assets of the Company.

The first resolution was proposed by Mr. Drummond, seconded by Mr. Hogg, and carried unanimously.

That the Directors be, and they are hereby empowered to liquidate the Company at their discretion.

Proposed by Mr. Wheeler, seconded by Mr. Thurburn, and carried unanimously—

That the appointment of Mr. E. J. Hogg as a Director of the Company be confirmed.

Proposed by Mr. Ritchie, seconded by Mr. Joseph, and carried—

That Mr. G. H. Wainwright be re-appointed Auditor for the year.

REPORT.

The whole of 1887 has been occupied in negotiating with London for the sale of the Company's property. The result of these negotiations has been that in August a syndicate was formed in London to acquire the whole property and rights of the Company, but it was not until December that terms were arranged. These terms are that the syndicate undertakes to have a report made upon the property, and that if such report is sufficiently favourable to enable them to form a new Company, the present Company to receive £50,000 (£40,000 in shares and £10,000 in cash) out of a total capital of £150,000; further, that out of the payment received, this Company is to repay the syndicate the expenses in connection with the liquidation of the new Company to an amount not exceeding £5,000, in addition to which £3,000 will be required for commission and brokerage, to the London agents. In the event of the syndicate failing to start a new Company, no expense will be entailed on this Company. It was understood that the report would be made early in this year, and the Directors hope to be in a position to give the shareholders some definite information on this point at the meeting on 28th inst.

The exploration of the Selama lode was continued until October, when the rainy season made it impossible to carry on further work without proper mining appliances; the lode has now been opened in several places, and nothing further will be done, pending the arrival of the syndicate's engineer.

Directors.

Mr. E. G. Long having resigned the Board on his departure from Shanghai, Mr. E. J. Hogg was elected in his place; his appointment now required the confirmation of the shareholders.

Auditor.

Mr. G. R. Wainwright retires as required by the Articles of Association, but offers himself for re-election.

SIX DOLLARS
PER QUARTER

[illegible]

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, sellers.
 Union Insurance Society of Canton—\$87½ per share, sellers.
 China Traders Insurance Company—\$69 per share, buyers.
 North China Insurance—Tis. 265 per share, buyers.
 Canton Insurance Company, Limited—\$75 per share, buyers.
 Yangtze Insurance Association—Tis. 108 per share, sellers.
 Chinese Insurance Company—\$195 per share, sellers.
 On Tai Insurance Company, Limited—Tis. 150 per share, buyers.
 Hongkong Fire Insurance Company—\$310 per share, buyers.
 Chinese Insurance Company—\$70 per share, buyers.
 Hongkong and Whampoa Dock Company, 30 per cent. premium, sellers and buyers.
 Hongkong and Whampoa Steamboat Co. \$200 per share, sellers.
 China and Foreign Steamship Company—60 per share, buyers.
 Hongkong Gas Company—\$130 per share, sellers.
 Hongkong Hotel Company—\$195 per share, sellers.
 Indo-China Steam Navigation Company, Limited—15 per cent. discount, buyers.
 Douglas Steamship Company—\$50 per share, sellers.
 Chinese Steam Navigation Company, Limited—\$153 per share, buyers.
 Canton and Amoy Steamship Company, Limited—460 per share, sellers.
 Hongkong and Whampoa Dock Company, 30 per cent. premium, sellers and buyers.
 Hongkong and Whampoa Steamboat Co. \$200 per share, sellers.
 China and Foreign Steamship Company—60 per share, buyers.
 Hongkong Gas Company—\$130 per share, sellers.
 Hongkong Hotel Company—\$195 per share, sellers.
 Indo-China Steam Navigation Company, Limited—15 per cent. discount, buyers.
 Douglas Steamship Company—\$50 per share, sellers.
 Chinese Steam Navigation Company, Limited—\$153 per share, buyers.
 Canton and Amoy Steamship Company, Limited—460 per share, sellers.

EXCHANGE.

London, 10 days, 100/10 1/2
 Hongkong, 10 days, 100/10 1/2
 Shanghai, 10 days, 100/10 1/2
 Canton, 10 days, 100/10 1/2
 Amoy, 10 days, 100/10 1/2
 Swatow, 10 days, 100/10 1/2
 Hongkong, 10 days, 100/10 1/2
 Shanghai, 10 days, 100/10 1/2
 Canton, 10 days, 100/10 1/2
 Amoy, 10 days, 100/10 1/2
 Swatow, 10 days, 100/10 1/2

OPIMUM MARKET.—THIS DAY.

NEW MALWA per picul, \$550
 (Allowance, Tails 32).
 OLD MALWA per picul, \$570
 (Allowance, Tails 32).
 NEW PATNA, (without choice) per chest \$480
 NEW PATNA, (first choice) per chest \$482½
 NEW PATNA, (bottom) per chest \$492½
 NEW PATNA, (second choice) per chest \$477½
 NEW PATNA, (bottom) per chest \$475
 NEW PATNA, (best quality) per picul \$610
 NEW PATNA, (second quality) per picul \$602
 NEW PATNA, (third quality) per picul \$550
 NEW PATNA, (fourth quality) per picul \$575

Post Office.

For Swatow, Amoy, & Tamsui.—Per *Fokien*, to-morrow, the 5th instant, at 11.30 A.M.
 For Singapore.—Per *Hyacinth*, to-morrow, the 5th instant, at 1.30 P.M.
 For Straits and Bombay.—Per *Kashgar*, to-morrow, the 5th instant, at 2.30 P.M.
 For Amoy and Manila.—Per *Don Juan*, to-morrow, the 5th instant, at 3.30 P.M.
 For Hongkong and Amoy.—Per *Galley of Lorne*, the 5th instant, at 3.30 P.M.
 For Haiphong.—Per *Clara*, to-morrow, the 5th instant, at 5.00 P.M.
 For Yokohama and Kobe.—Per *Zambesi*, on Friday, the 5th instant, at 5.00 P.M.
 For Straits and Bombay.—Per *Stura*, on Saturday, the 7th instant, at 9.30 A.M.
 For Singapore.—Per *Electric*, on Saturday, the 7th instant, at 3.30 P.M.
 For Yokohama and Kobe.—Per *Iphigenia*, on Saturday, the 7th instant, at 3.30 P.M.
 For Swatow, Amoy, & Tamsui.—Per *Namoa*, on Sunday, the 8th instant, at 8.30 A.M.
 For Europe, &c.—Per *Deccan*, on Tuesday, the 10th instant, at 5.00 P.M.
 For Europe, &c.—Per *Prussia*, on Monday, the 10th instant, at 3.00 P.M.
 For Europe, &c.—Per *Natal*, on Wednesday, the 18th instant, at 11.30 A.M.

Shipping.

ARRIVALS.
 IPHIGENIA, German steamer, 1,050, F. Veitmer, 3rd April.—Hamburg via Singapore 29th March, General.—Butterfield & Swire.
 GALLEY OF LORNE, British steamer, 1,380, F. Grandin, 3rd April.—Singapore 27th March, General.—Russell & Co.
 NAMOA, British steamer, 854, F. D. Goddard, 4th April.—Fochow 29th March, and Swatow 3rd April, General.—D. Lapraik & Co.
 HEYER, German steamer, 340, B. Dithleisen, 4th April.—Newchwang 28th March, Beans.—Siemens & Co.
 PEKING, British steamer, 956, Heuermann, 4th April.—Whampoa 4th April, General.—Siemens & Co.
 CELEBS, Dutch steamer, 1,113, T. C. Toon, 4th April.—Proboling 25th March, Sugar.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 DECCAN, British steamer, for Amoy, &c., Don Juan, Spanish steamer, for Haiphong, Danube, British steamer, for Haiphong, Ningpo, British steamer, for Shanghai.

DEPARTURES.
 April 4, *Acta*, Danish steamer, for Holhow.
 April 4, *Smith*, Dutch steamer, for Saigon.
 April 4, *Hyacinth*, British steamer, for Shanghai.
 April 4, *Frankland*, French steamer, for Saigon and Marseilles.
 April 4, *Fero*, German steamer, for Chefoo.
 April 4, *Deccan*, German steamer, for Amoy, &c.
 April 4, *Namoa*, British steamer, for Amoy, &c.
 April 4, *Koranda*, Russian steamer, for Amoy.

PASSENGERS—ARRIVED.
 Per *Iphigenia*, str., from Singapore, &c.—80 Chinese.
 Per *Galley of Lorne*, str., from Singapore.—26 Chinese.
 Per *Namoa*, str., from Fochow, &c.—Mrs. Hancock, Misses Hancock (2), Miss Piersdorf, Mr. Hetherington, and 2 Chinese (cabin), and 27 Chinese (deck).
 DEPARTED.
 Per *Heuer*, str., for Newchwang.—1 Chinese.
 Per *Acta*, str., for Holhow.—60 Chinese.
 Per *Hyacinth*, str., for Shanghai.—From Hongkong.—Mrs. Acheong, Miss Aping, Messrs. A. Kirby, J. A. Moseby and native servant, Louis Johnson and native servant, H. D. Smith, and W. M. Macdonald. From London.—Mr. and Mrs. Gulland, Rev. and Mrs. Murray and 2 children, Messrs. Von Groot and Kemtley, From Marseilles.—Mrs. H. Herty, Messrs. C. J. Munster and Purdon. From Colombo.—Mr. J. Munster, From Penang.—Mr. and Mrs. C. D. Kerr and servant, and Mr. R. J. Parkinson.
 Per *Frankland*, str., from Hongkong.—For Saigon.—Messrs. Daniel, Chan Tu Cam, Whong Soy, Due Tai, Tong Wing, Kat Sun, Whong Chai, and 2 Chinese. For Singapore.—Mrs. R. Foote, Messrs. H. Williams and Frank-Franco, and servant. For Port Said.—Mr. and Mrs. Lieberman and child. For Marseilles.—Hon. and Mrs. E. J. Acheron, Mr. and Mrs. H. Smith, Mr. and Mrs. Bouchet, 3 children and servant, Mr. and Mrs. C. Roeder, child and servant, Mr. and Mrs. Delorme, Rev. L. Petit, Lieut. Warren, R.N., Messrs. Radiguet, Travers, Mohrard, and Beattie. From Shanghai.—For Saigon.—Messrs. Simon, Alibert, Ruel, Grappe, and L. Bucopo. For Singapore.—Mr. and Mrs. DeJardin (French Consul), and Miss DeJardin. For Port Said.—Mr. Garibaldi. For Marseilles.—Mrs. Felberg and infant, Messrs. R. L. Head, V. Faga, H. Hawes, and H. G. Courbon. From Yokohama.—For Saigon.—Messrs. A. Volain, A. Comte, and Y. Le Loch. For Marseilles.—Messrs. E. Sulzer, Ch. Pouré, Gros, and Ohikawa.
 Per *Ningpo*, str., for Shanghai.—4 Europeans and 30 Chinese.
 TO DEPART.
 Per *Deccan*, str., for Amoy, &c.—160 Chinese.
 Per *Don Juan*, str., for Amoy, &c.—30 Chinese.
 Per *Haiphong*, str., for Haiphong.—30 Chinese.

The Dutch steamship *Celebs* reports that she left Proboling on the 25th ultimo. Had moderate weather.

The British steamship *Galley of Lorne* reports that she left Singapore on the 27th ultimo. Had light to moderate north-east winds and fine weather from Singapore to Parais. The fresh north-east wind and sea up to arrival with hazy weather.

The British steamship *Namoa* reports that she left Fochow on the 23rd ultimo, and Swatow on the 3rd instant. From Fochow to Swatow had variable winds with thunderstorms and heavy rain. From Swatow to Hongkong had moderate north-east winds and overcast sky. In Fochow, the steamship *Haishin*. In Swatow, the steamships *Nanshan*, *Kulsang*, *Wenchow*, and *Taichow*.

SHIPPING IN HONGKONG.

STEAMERS.
 ABERGELDIE, British steamer, 1,878, James Murray, 1st April.—London 15th Feb. General.—Jardine, Matheson & Co.
 ACTIV, Danish steamer, 755, Revsbeck, 1st April.—Pakhoi 28th March, and Holhow 30th, General.—Arnhold, Karberg & Co.
 ASHINGTON, British steamer, 809, Reynell, 3rd April.—Saigon 29th March, Rice and Paddy.—Wieler & Co.
 CARDIGANSHIRE, British steamer, 1,623, Clarke, 19th March.—Nagasaki 14th March, General.—Adamson, Bell & Co.
 CLARA, German steamer, 674, Christensen, 31st March.—Saigon 27th March, Rice.—Siemens & Co.
 DABEN, British steamer, 54, F. W. Phillips, 1st April.—Haiphong 30th March, General. A. R. Marry.
 DEWANGSE, British steamer, 1,077, P. H. Loff, 1st April.—Bangkok 20th March, General.—Yuen Fat Hong.
 DON JUAN, Spanish steamer, 654, José Marquez, 3rd April.—Manila 31st March, General.—Brandão & Co.
 FEMERALDA, British steamer, 395, M. Mottram, 29th March.—Kobe 22nd March, General.—Geo. R. Stevens & Co.
 FAME, British steamer, 1,177, A. Stopani.—Hongkong and Whampoa Dock Co.
 FERO, German steamer, 754, T. N. Hansen, 25th March.—Haiphong 23rd March, Ballast.—Ed. Schellhass & Co.
 FOKIEN, British steamer, 500, J. S. Roach, 3rd April.—Tamsui 30th March, Amoy 1st April, and Swatow 2nd, General.—D. Lapraik & Co.
 FUSHIKI MARU, Japanese steamer, 1,219, W. Thompson, 3rd April.—Kutchinotso 29th March, Coals.—Mitsui Bussan Kaisha.
 ILISSUS, French steamer, 779, Roura, 19th Sept.—Singapore and Septembur, General.—Bun Hin Chan.
 KASHGAR, British steamer, 1,515, C. Gadd, 30th March.—Bombay 13th March, and Singapore 23rd March, General.—P. O. S. N. Co.
 MERMUR, British steamer, 1,247, P. T. Helms, 30th March.—Sydney 11th Feb., Adelaide 19th, Tylatip 12th March, Sourabaya 18th, and Singapore 22nd, Sugar and Flour.—Russell & Co.
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 SOOCHOW, British steamer, 277, T. Rowin, 3rd April.—General.—Kwong Tai Loong.
 STURA, Italian steamer, 1,415, Cabaro, 29th March.—Singapore 23rd March, General.—Carlowitz & Co.
 TEHERAN, British steamer, 1,670, F. H. Seymour, 27th March.—Yokohama 20th March, Mail and General.—P. O. S. N. Co.
 TSIAN, British steamer, 1,459, W. N. Allison, 31st March.—Port Darwin 22nd March, Coal and General.—Butterfield & Swire.
 VISAN, Spanish steamer, 405, J. de Alujita, 11th March.—Manila 7th March, General.—Ban Ho.
 WYVERN, British steamer, 1,108, J. Brotherton, 30th March.—Bangkok 33rd March, Rice.—Tung Kee.
 ZAMBESI, British steamer, 1,564, Chas. Sama, 27th March.—Bombay 7th March, and Singapore 20th, General.—P. O. S. N. Co.

SAILING VESSELS.
 ALDEN BESSE, American bark, 813, J. A. O'Brien, 4th Dec.—Puget Sound and Oct. and Honolulu 28th, Timber and Spars.—Melchers & Co.
 AUGUSTA, German bark, 473, Jensen, 17th March.—Ambolia 6th Feb., Timber.—Ed. Schellhass & Co.
 AUGUSTE, German bark, 1,305, Schumacher, 31st March.—Cardiff 7th November, Coal.—Order.

BARKER, British barkentine, 505, Rhyolite, 6th March.—Maturu New Britain, 3rd March, Ballast.—Order.

HONGKONG—SAILING VESSELS.

Continued.
 B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.—New York 17th August, Kerosene Oil.—D. Lapraik & Co.
 CENTENNIAL, American ship, 1,222, J. M. Beare, 27th Jan.—New York 18th Sept., Kerosene Oil.—Russell & Co.
 COLOMA, American bark, 852, C. M. Noyes, 27th Dec.—Portland (Oregon) 29th Oct., Lumber and Spars.—Melchers & Co.
 ERKKONIO, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

F. P. LITCHFIELD, American bark, 1,012, Young, 5th Feb.—Singapore 2nd January, Timber.—Ton Long Wo & Co.

LILLIAN, Hawaiian bark, 294, Dunnun, 22nd March.—Honolulu 1st February, Old Iron.—Kwong Cheong Lung.

GREAT ADMIRAL, American ship, 1,497, Bowell, 17th Feb.—San Francisco 21st December, Flour.—Russell & Co.

GUSTAV OSCAR, German ship, 1,352, M. Geemann, 27th March.—Cardiff 7th Nov., Coal.—Melchers & Co.

HATTIE E. TAPLEY, British bark, 907, J. McCannachy, 23rd Feb.—Sandakan 17th Jan., Timber.—Gibb, Livingston & Co.

KITY, British bark, 803, Laud, 20th August.—Manila 10th August, Sugar and Hemp.—Captain.

MABEL TAYLOR, British bark, 1,298, Chas. E. Denner, 28th Jan.—Penarth 17th August, Coal.—Order.

PENSHAW, British bark, 729, Geo. Parker, 1st March.—Pitogo 23rd March, Timber.—Lane, Crawford & Co.

SANTA FILIPINA, Spanish steamer, 449, J. de Mendiguer, 24th Jan.—Hollo 31st Dec. General.—Kwong Cheong Tai.

SENTA, German bark, 1,037, Tiemann, 26th Jan.—Cardiff 4th September, Coals.—Order.

STAR QUEEN, British bark, 264, J. Abbott, 26th March.—Freemantle 26th January, Sandalwood.—Jardine, Matheson & Co.

THEODOR RUEGER, German ship, 1,576, C. Meyer, 21st Dec.—Cardiff 5th August, Coals.—Melchers & Co.

TITAN, American ship, 1,276, Ailyn, 28th Jan.—New York 28th August, Kerosene Oil.—Russell & Co.

TETUAN, German bark, 138, Rüper, 1st April.—Singapore 29th January, Hardwood and Timber.—Chinese.

RIVER STEAMERS.

Fatsan, British steamer, 2,260, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
 Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, G. B. Lafavour.—Hongkong, Canton, & Macao Steamboat Co.
 Kiu-kiang, British steamer, 617, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, E. Gaine.—Hongkong, Canton, & Macao Steamboat Co.
 Pasig, Chinese steamer, 284, G. W. Wright.—Tok Koo.
 Kiang-ning, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.
 Powan, British steamer, 1,890, J. P. Hoyland.—Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, W. J. Risby.—Hongkong, Canton, & Macao Steamboat Co.

WHAMPOA.

DIRECTOR BARROW, German 3-m. schooner, 725, H. Holm, 16th March.—Amoy 14th March, Ballast.—Wieler & Co.
 KUTSANG, British steamer, 1,495, Slessar, 1st April.—Shanghai, Amoy, and Swatow 31st March, General.—Jardine, Matheson & Co.
 NINGPO, British steamer, 762, Schulz, 3rd April.—Whampoa 3rd April, General.—Siemens & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonochie, Hongkong.
 Audacious, battle-ship (armoured), 2nd class, 6,010 tons, 4,350 h.p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.
 Cockshaler, gunboat, 2nd class, 460 tons, 470 h.p., 4 guns, Lieut. Commander H. H. Boteler, Hongkong.
 Constance, cruiser, 3rd class, 2,380 tons, 2,500 h.p., 14 guns, Captain L. C. Keppel, Hongkong.
 Cordelia, cruiser, 3rd class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Shanghai.
 Esk, gunboat, 3rd class, Coast Defence, 365 tons, 440 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
 Espoir, gunboat, 2nd class, 465 tons, 470 h.p., 4 guns, Lieut. Commandr. H. H. Adams, Yangtze.
 Firebrand, gunboat, 2nd class, 455 tons, 460 h.p., 4 guns, Lieut. Commandr. J. Denison, Manila, re-commissioning.
 Heroine, cruiser, 3rd class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, Hongkong.
 Leander, cruiser, 2nd class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Japan.
 Linnet, gun-vessel, 2nd class, 756 tons, 1,050 h.p., 1 guns, Commander W. H. Marrack, Hongkong.
 Merlin, gunboat, 2nd class, 450 tons, 430 h.p., 4 guns, Lieut. Commandr. W. H. Martin, Tientsin.
 Mutine, sloop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Hongkong.
 Rambler, surveying vessel, 350 tons, 600 h.p., 4 guns, Commander W. A. Moore, Hongkong.
 Rattler, gunboat, (rifle-class), 670 tons, 1,200 h.p., 6 guns, Lieut. Commandr. W. H. M. Douglas, Hongkong.
 Sapphire, cruiser, 3rd class, 1,070 tons, 2,350 h.p., 12 guns, Captain W. C. Kamake, Hongkong.
 Satellite, cruiser, 3rd class, 1,420 tons, 1,400 h.p., 8 guns, Captain T. P. W. Nesham, Shanghai.
 Swift, gun-vessel, 2nd class, 750 tons, 1,010 h.p., 3 guns, Commander A. C. H. Bromley, Hongkong, re-commissioning.
 Tweed, gunboat, Coast Defence, 3rd class, 365 tons, 440 h.p., 3 guns, Boatwain J. M. Shea, Hongkong, in reserve.
 Victor Emanuel, receiving ship, 5,177 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.
 Wanderer, sloop, 635 tons, 750 h.p., 3 guns, Commander G. A. Gifford, Hongkong, re-commissioning.
 Wizard, Coast Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Abyssinia	Vancouver	April 5th	Adamson, Bell & Co.
Wingsang	Calcutta	April 6th	Jardine, Matheson & Co.
Mosser	London	April 7th	Russell & Co.
Glenyon	London	April 7th	Jardine, Matheson & Co.
Poseidon	Trieste	April 7th	Austro-Hung. Lloyd's Co.
Guthrie	Australia	April 10th	Russell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Deccan	P. O. S. N. Co.	April 11th, daylight.
London, via Suez Canal	Patrolus	Butterfield & Swire	April 7th.
Bremen, & Ports of Call.	Preussen	Melchers & Co.	April 16th, at 4 p.m.
Genoa, & Ports of Call.	Stura	Carlowitz & Co.	April 7th, at 10 a.m.
Trieste, via Straits, &c.	Poseidon	Siemens & Co.	April 7th, at 4 p.m.
Havre and Hamburg	Electra	Adamson, Bell & Co.	April 12th, at 3 p.m.
New York, via Suez Canal	Claymore	Adamson, Bell & Co.	About April 11th.
San Francisco, via Ynamo	San Pablo	O. & O. S. S. Co.	April 24th, at 3 p.m.
San Francisco, via Ynamo	City of Peking	Pacific Mail S. S. Co.	April 14th, at 3 p.m.
Adelaide, Melbourne, &c.	Menmuir	Russell & Co.	April 9th, at 4 p.m.
Port Darwin, &c.	Tsinan	Butterfield & Swire	April 7th, at 4 p.m.
Bombay, via Straits, &c.	Kashgar	P. O. S. N. Co.	April 9th, at 3 p.m.
Yokohama, via N'saki, &c.	Tocheran	P. O. S. N. Co.	To-morrow, daylight.
Yokohama and Kobe	Zambesi	P. O. S. N. Co.	April 7th, daylight.
Yokohama and Kobe	Galley of Lorne	Russell & Co.	To-morrow, at 4 p.m.
Yokohama and Kobe	Iphigenia	Siemens & Co.	April 7th, at 4 p.m.
Tientsin	Whampoa	Butterfield & Swire	April 9th.
Manila, via Amoy, &c.	Don Juan	Brandão & Co.	April 6th, at 4 p.m.
Holhow, Singapore, &c.	Deawongse	Yuen Fat Hong	April 6th, at 8 a.m.
Swatow, Amoy, &c.	Fokien	A. R. Marry	April 6th, daylight.
Coast Ports.	Namoa	Douglas Lapraik & Co.	To-morrow, at noon.
		Douglas Lapraik & Co.	April 8th, at 9 a.m.

Intimations.

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EX "BENLARI" AND "DEWANGSE."
 STEEL TRUNKS.
 Cabin Trunks.
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 Tin Hat and Bonnet Boxes.
 Air Tight Regulation Dress Suit Cases.
 Samtoga and Travelling Trunks of every description.

W. POWELL & CO.
 VICTORIA EXCHANGE.
 (TELEPHONE 21) Hongkong, 8th March, 1888.

COOKING AND HEATING STOVES IN DIFFERENT STYLES.

MUSTARD & CO., SHANGHAI.

Shanghai, 15th March, 1888.

NO MORE TOOTHACHE.

the Dentifrice Blixir, Powder and Paste
 OF THE
 R.R.P.P. BENEDICTINES
 of the ABBEY OF SOULAC (Gironde, France)
 DOM MAGUELONNE, Prior
 2 GOLD MEDALS: BRUSSELS 1880, LONDON 1884
 INVENTED BY THE PRIOR
 1373 PHARMACEUTICALS
 is the best
 The dentifrice Blixir of the R.R.P.P. Benedictines in water prevents and cures the decay of the teeth, which are weakened and consolidated, while the gums are perfectly fortified and restored.
 It is a most serviceable and our readers to point out to them this old and useful preparation the most careful and the only preservative from all dental disorders.
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G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

AND JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
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 Apply to
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 19th December, 1887. 161

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DAVID CORGAR & SONS' MERCHANT NAVY MARY BOILED LONG FLAX CROWN ARNOLD, KARBURG & Co.
 Hongkong, 19th June, 1887. 1603

BOWRING FOUNDRY, EAST POINT, HONGKONG.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING AND SHIP-BUILDING WORK, both abroad and at home, on most reasonable terms.
 PUNCTUALITY AND FIRST-CLASS WORKMANSHIP GUARANTEED.
 ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS.
 Hongkong, 18th January, 1888. 161

FOR SALE.

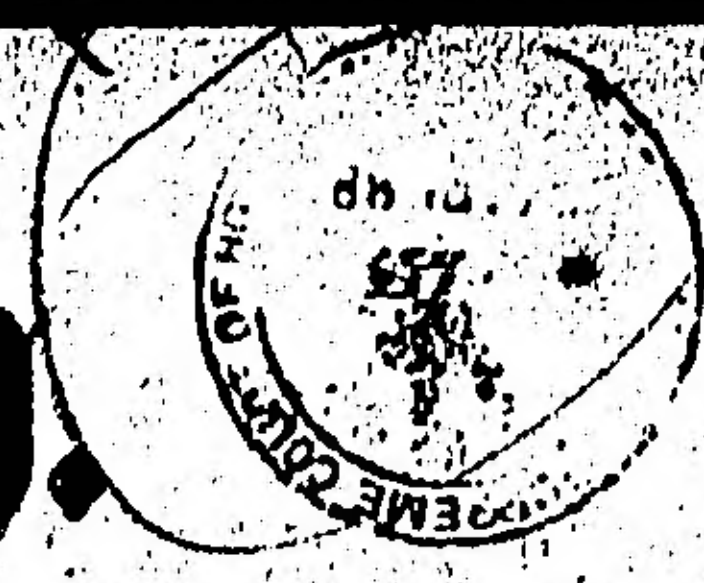
GERMAN BEER.
 BRAUEREI, ZUR RICHE, KIEL.
 100 per Cent. Pilsener Beer.
 100 per Cent. Lager Beer.
 100 per Cent. Export Beer.
 100 per Cent. Special Beer.
 100 per Cent. First Beer.
 100 per Cent. Second Beer.
 100 per Cent. Third Beer.
 100 per Cent. Fourth Beer.
 100 per Cent. Fifth Beer.
 100 per Cent. Sixth Beer.
 100 per Cent. Seventh Beer.
 100 per Cent. Eighth Beer.
 100 per Cent. Ninth Beer.
 100 per Cent. Tenth Beer.
 100 per Cent. Eleventh Beer.
 100 per Cent. Twelfth Beer.
 100 per Cent. Thirteenth Beer.
 100 per Cent. Fourteenth Beer.
 100 per Cent. Fifteenth Beer.
 100 per Cent. Sixteenth Beer.
 100 per Cent. Seventeenth Beer.
 100 per Cent. Eighteenth Beer.
 100 per Cent. Nineteenth Beer.
 100 per Cent. Twentieth Beer.
 100 per Cent. Twenty-first Beer.
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 100 per Cent. Twenty-seventh Beer.
 100 per Cent. Twenty-eighth Beer.
 100 per Cent. Twenty-ninth Beer.
 100 per Cent. Thirtieth Beer.
 100 per Cent. Thirty-first Beer.
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 100 per Cent. Thirty-eighth Beer.
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 100 per Cent. Fortieth Beer.
 100 per Cent. Forty-first Beer.
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 100 per Cent. Forty-fourth Beer.
 100 per Cent. Forty-fifth Beer.
 100 per Cent. Forty-sixth Beer.
 100 per Cent. Forty-seventh Beer.
 100 per Cent. Forty-eighth Beer.
 100 per Cent. Forty-ninth Beer.
 100 per Cent. Fiftieth Beer.
 100 per Cent. Fifty-first Beer.
 100 per Cent. Fifty-second Beer.
 100 per Cent. Fifty-third Beer.
 100 per Cent. Fifty-fourth Beer.

Napoleon was one of them.

Confucius, speaking of Hing, the son of the Duke of Wei, said he built up his estate well. When he commenced life, he said—Let us get along together. When he had made some way



The Hongkong Telegraph.



No. 1894.

WEDNESDAY, APRIL 4, 1888.

SIX DOLLARS PER QUARTER.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THE ARCADE, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Issues Letters of CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager, HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS: CHAIRMAN—HON. JOHN BELL-IRVING.

DEPUTY CHAIRMAN—W. H. FORBES, Esq.

C. D. BUTT, Esq., H. G. BRODIE, Esq., H. L. DALRYMPLE, Esq., H. HOPKINS, Esq., B. LAYTON, Esq.

HON. A. P. McEWEEN, Esq., S. C. MICHAELSEN, Esq., J. S. MOSES, Esq., L. PUSNECKER, Esq., E. A. SOLOMON, Esq.

CHIEF MANAGER—THOMAS JACKSON, Esq.

MANAGER—E. W. CAMERON, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 3 per Cent. per Annum.

For 6 months, 4 per Cent. per Annum.

For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Hongkong, 25th January, 1888.

RULES

OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3, SATURDAYS, 10 to 1.

2.—SUMS LESS THAN £1, or MORE THAN £250 at one time will not be received. No Depositor may deposit more than £2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having £100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per Cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per Cent. annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong, 1st September, 1887.

NOTICE

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary, Hongkong, 25th August, 1888.

Intimations.

EX "GLENCOE" AND FRENCH MAIL STEAMER "YANGTSE."

ROSE & CO.

ARE now Showing a nice assortment of LADIES' and CHILDREN'S WARM CLOTHING in JACKETS, DRESSES, SKIRTS, GAITERS, HOODS, and HATS in Wool.

GENTLEMEN'S CASHMERE, ANGOLA, MERINO and SILK UNDER SHIRTS, MERINO and CASHMERE SOCKS.

GENT'S WHITE LONG-CLOTH SHIRTS, LADIES' and GENTLEMEN'S TENNIS SHOES, CHILDREN'S STRAP SHOES, ELDER DOWN QUILTS and CUSHIONS.

ST. JAMES'S RUGS and AUSTRIAN BLANKETS. Also,

BRUSSELS and TAPESTRY CARPETS, SILK and WOOL TAPESTRIES in New Designs, GLASTONE and BRIEF BAGS, &c., &c., &c.

ROSE & CO.

37 & 39, QUEEN'S ROAD, HONGKONG.

KELLY & WALSH, LD.

WORKS OF UTILITY AND REFERENCE.

SEATON'S Manual of Marine Engineering, Winton's Modern Steam Practice and Engineering, Deschanel's Natural Philosophy, Ganot's Physics, Men of the Time—latest edition, Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.

Colley's Hand Book of Practical Telegraphy, Cassell's Manual of Surgery, Lockett's Wrinkles in Practical Navigation, Gordon's Electricity and Magnetism, Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7.5 and 1 per Cent.

Lee's Laws of Shipping and Insurance, Beard and Rockwell's Medical and Surgical Electricity, Thomson's Gardener's Assistant, Beeton's Book of Garden Management, Lowndes's Law of General Average, 1888 Edition, Johnston's General Gazetteer, Tondurter & Pearson's History of the Elasticity and Strength of Materials, Phillips & Banerman's Elements of Metallurgy, The A. B. C. Code, an enlargement of Hopkin's Average and Arbitration, Arnold's Law of Marine Insurance.

Cassell's Book of Sports and Pastimes, Bartlett's Familiar Quotations, Cassell's English Synonyms, Cassell's Thesaurus of Words, Cassell's Practice of Banking, Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c.; 75 Cents.

Practical and Inductive Book-keeping, adapted to the use of Schools and for self-culture, with special reference to the Methods obtaining in China, by J. L. Hart-Milner, The Portfolio Volume for 1887, Youatt, on the Horse, Stonehenge, on the Dog, Every Man his own Lawyer, Every Body's Lawyer, The Throat Book, Thomson's Dictionary of Domestic Medicine, Du Mene's Electricity as a Motive Power, Towler's Useful Things to know about Steam Boilers, Kemp's Hand Book of Electrical Testing, Griffin's Chemical Testing of Wines and Spirits.

THE P. & O. S. N. CO.'S STEAMSHIP

will leave for the above places TO-MORROW, the 5th April, at DAYLIGHT.

L. WOODIN, Superintendent, Hongkong, 29th March, 1888.

STEAM TO BOMBAY, VIA STRAITS: THE P. & O. S. N. CO.'S Steamship

will leave for the above places TO-MORROW, the 5th April, at 3 P.M.

E. L. WOODIN, Superintendent, Hongkong, 31st March, 1888.

FOR MANILA, VIA AMOY, THE Spanish Steamer

Captain Marquez, will be despatched for the above Ports, TO-MORROW, the 5th inst., at 4 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents, Hongkong, 3rd April, 1888.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR ADELAIDE, MELBOURNE AND SYDNEY, VIA SINGAPORE AND WESTERN ROUTE.

(Taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR," Captain Helms, will be despatched for the above Ports, on MONDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents, Hongkong, 3rd April, 1888.

STEAM TO YOKOHAMA AND KOBE, THE P. & O. S. N. CO.'S Steamship

will leave for the above places on SATURDAY, the 7th April, at DAYLIGHT.

E. L. WOODIN, Superintendent, Hongkong, 31st March, 1888.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) AND GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"STURA," Captain Cabaro, will be despatched as above on SATURDAY, the 7th April, at 10 A.M.

At Bombay the Steamers are discharging in Prince's Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 31st March, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALL PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco, £200.00; To San Francisco and return, £350.00; To Liverpool, £325.00; To London, £330.00.

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per Cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 3rd April, 1888.

W. BREWER

HAS JUST RECEIVED.

SEATON'S Marine Engineering, Hutton's "Read's," English, German and French Dictionary, Stonehenge's Rural Sports, On the Dog, Electric Motor, and its application, Ayton's Electricity, Draper's Medical Physics, Kitchner's Manual Psychology, Ornamental Alphabets, New Stock of Mechanism Pipes, Copying Presses.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 22nd March, 1888.

Notices of Firms.

NOTICE.

MR. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888.

DEACON & Co., Canton, 2nd April, 1888.

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON, Hongkong, 1st January, 1888.

Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 5th proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th proximo, will be subject to rent.

Optical Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents, Hongkong, 30th March, 1888.

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA) THE P. & O. S. N. CO.'S Steamship

"TEHERAN" will leave for the above places TO-MORROW, the 5th April, at DAYLIGHT.

L. WOODIN, Superintendent, Hongkong, 29th March, 1888.

STEAM TO BOMBAY, VIA STRAITS: THE P. & O. S. N. CO.'S Steamship

will leave for the above places TO-MORROW, the 5th April, at 3 P.M.

E. L. WOODIN, Superintendent, Hongkong, 31st March, 1888.

FOR MANILA, VIA AMOY, THE Spanish Steamer

Captain Marquez, will be despatched for the above Ports, TO-MORROW, the 5th inst., at 4 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents, Hongkong, 3rd April, 1888.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR ADELAIDE, MELBOURNE AND SYDNEY, VIA SINGAPORE AND WESTERN ROUTE.

(Taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR," Captain Helms, will be despatched for the above Ports, on MONDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents, Hongkong, 3rd April, 1888.

STEAM TO YOKOHAMA AND KOBE, THE P. & O. S. N. CO.'S Steamship

will leave for the above places on SATURDAY, the 7th April, at DAYLIGHT.

E. L. WOODIN, Superintendent, Hongkong, 31st March, 1888.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) AND GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"STURA," Captain Cabaro, will be despatched as above on SATURDAY, the 7th April, at 10 A.M.

At Bombay the Steamers are discharging in Prince's Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 31st March, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALL PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco, £200.00; To San Francisco and return, £350.00; To Liverpool, £325.00; To London, £330.00.

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per Cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 3rd April, 1888.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Allison, Commander, will be despatched as above on SATURDAY, the 7th April, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 26th March, 1888.

FOR NEW YORK, VIA SUEZ CANAL, THE Steamship

"CLAYMORE," Craig, Commander, will be despatched for the above Port, on or about the 11th inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents, Hongkong, 22nd March, 1888.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"TITAN," C. H. Allen, Master, will leave here for the above Port, and will have a quick despatch.

For Freight, apply to POSTAU & Co., Agents, Hongkong, 8th March, 1888.

FOR SAN FRANCISCO, THE 3/3 L. I. American Ship

"GREAT ADMIRAL," J. F. Rowell, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents, Hongkong, 21st February, 1888.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"DECCAN," Captain P. W. Gase, with Her Majesty's Mails, will be despatched from this Port for BOMBAY, on WEDNESDAY, the 11th April, at DAYLIGHT.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M., on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding Freight and Passage apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent, Hongkong, 29th March, 1888.

P. & O. S. N. CO.'S Office, Hongkong, 29th March, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"SAN PABLO" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 24th inst., at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco, £200.00; To San Francisco and return, £350.00; To Liverpool, £325.00; To London, £330.00.

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per Cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 3rd April, 1888.

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA," 3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on THURSDAY, the 12th April, at THREE P.M.

To be followed by the S.S. "BATAVIA" in May.